(1) The Parur—Cheriapally canal. The length of the canal was only about 3½ miles. It was a useful canal and should be made fit for navigation. The P. W. D. had promised to keep it in good condition, but the canal remained in the same state as before.

(2) The Parur—Alwaye road. Parur and Alwaye were two important places and there was considerable traffic on the road. The road was neglected and was unfit for ordinary cart traffic, much less for motor traffic. Its condition should be improved and the road made fit for motor traffic. He added that the P. W. estimate of Rs. 30,000 for the improvement of the road was exhorbitant and that the work need not cost more than a fourth of that sum.

(3) Parur—Edappalli road. It was an important road and should be gravelled and made cartable within the originally appointed time.

(4) Chathanad—Kuriapalli road. A part of the road was long ago ordered to be gravelled ; but nothing was yet done. He requested that the entire road should be gravelled and improved soon.

(5) A cart-road in the Puthenchira *pakuthi*. The villagers of Puthenchira had been demanding the road for the past several years.

The Member also requested that the Dewan should be pleased to visit the taluk at the earliest opportunity and see for himself the actual needs of the place.

Dewan's reply.—Two estimates have been sanctioned—one for Rs. 2,740 for gravelling the Parur–Alwaye road from the third furlong of the ninth mile to the sixth furlong of the tenth mile and the other for Rs. 6,620 for doing emergent repairs to the same road. A scheme for constructing a bridge over the Alwaye river is also under contemplation. An estimate for the portion of the road from Parur to Kuriapalli has been sanctioned and the work appears as the tenth item in the programme of works for the Kottayam Division. The representations of the Member are noted.

I shall take an early opportunity of visiting the taluk.

91. The provision of an outlet road from Periakanal to Bodimettu.

Mr. A. J. Wright (Member, Kannan Devan Planters' Association) said that the proposed road from Periakanal to Bodimettu was desired as an outlet for the produce of the estates situated beyond the Kannan Devan Hills Produce Company's Concession, which were paying assessment to Government on the same lines as other estates in Peermade. The estates were Surianalle, belonging to the Malayalam Rubber and Produce Company, Periakanal, belonging to the Anglo-American Direct Tea Trading Company, and Tondimallay, belonging to the Travancore Produce Company. The estimated out-put of the above estates would reach about 2½ million pounds of tea within the next few years or including packing materials, about 1300 tons of produce. There was also the produce of 10,000 acres of cardamom land in the Poopara Division of the Cardamom Hills to be benefited by the road. There was further the inward traffic of rice, food stuffs etc., required for the working of large estates. With the completion of the Madura—Bodinaickanur Railway and of the ropeway proposed to be erected by the Malayalam Rubber and Produce Company on the ghat below the Bodimettu, the traffic so far would be easy. The proposed road would facilitate the traffic from the estates to the top of the ghat and connect the estates with the propcsed ropeway. The length of the road would be about 13 miles through easy grass land. He added that Periakanal was not a fixed point for the termination of the road but that it only indicated the locality, as it was hoped that the proposed road would be connected with the Devicolam—Kumili road under construction.

Dewan's reply.—Noted.

92. Kottayam—Kumili road.

Mr. Mackenzie (Member, Central Travancore Planters' Association) thanked the Government for maintaining the Kottayam—Kumili road in order as far as

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Mundakayam. But the Planters of the east end of the district had grievance about the state of the road from Mundakayam to Kumili which was now being put in good order. By so doing a great deal of produce went into British India which would otherwise have been diverted through Travancore if the road from Vandiperiar to Pambanar were put in good order.

He therefore requested that the work on the latter section might be expedited, as next year light motors were expected to be put on that road and it would then be possible to bring the produce of the east end to the head of the new ropeway and also to carry the urgent mails to within 8 miles of the British boundary. He added that a section of the Ghat road had metal broken for it and he requested that it might be laid soon.

Dewan's reply.—Noted. Two estimates for improving portions of the road have already been sanctioned.

93. Improvement of certain roads.

Mr. Asher (Member, Mundakayam Planters' Association) spoke of the following roads:—

(1) The Erattupetta—Kanjirapalli road. The road was in great need of repair. Between the 4th and 5th miles, a culvert had broken down and had not been repaired for nearly a year and it rendered the road useless for cart traffic.

Dewan.—An estimate for Rs. 19,900 has been sanctioned for this road and Rs. 5,000 provided for the work in the current year. The culvert will receive attention soon.

(2) The Member, continuing, said that the road between Erattupetta and Palai and Lalam was in a deplorable condition and should be repaired.

(3) The road between Mundakayam and Kanjirapalli was also in bad repair and required re-metalling and rolling.

The above roads were important ones with large traffic and he requested that the Government should enquire into the reason of the neglect of the said roads and order immediate improvement.

Dewan's reply.—Noted.

The Assembly adjourned at 5-30 P. M.

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